

The Bucks County Gazette.

VOL. XXI.

BRISTOL, BUCKS COUNTY, PA., THURSDAY, MARCH 29, 1894.

NO. 34

Upper Delaware River Transportation Company.

To take effect on Saturday, March 31, 1894:
Steamers leave Bristol for Philadelphia, at 7 A. M. 10 A. M. 2 P. M. 4 P. M. 6 P. M.
Philadelphia for Bristol, at 8 A. M. 11 A. M. 1 P. M. 3 P. M. 5 P. M. 7 P. M.
Sundays, leave Bristol for Philadelphia at 7 A. M. 10 A. M. 2 P. M. 4 P. M. 6 P. M.
Philadelphia for Bristol at 8 A. M. 11 A. M. 1 P. M. 3 P. M. 5 P. M. 7 P. M.

Inter-State Steamboat Co.

Steamer Florence
Philadelphia, leaves Bristol at 8 A. M. 11 A. M. 1 P. M. 3 P. M. 5 P. M. 7 P. M.
Bristol, leaves Philadelphia at 8 A. M. 11 A. M. 1 P. M. 3 P. M. 5 P. M. 7 P. M.

Pennsylvania Railroad.

In effect November 18th, 1893.

Leave Bristol for Phila. (Broad St.)
*2 16, 5 35, 6 30, 6 51, 7 10, *8 12, 8 23, *9 14, 9 23, 9 52, A. M. 12 05, 12 36, 1 17, *3 03, 4 02, *4 58, 5 43, 6 29, *7 00, 8 30, 9 27, 10 38 P. M.
Sundays, *7 40, 7 50, *9 11, 9 20, *9 23, *10 26 A. M. *12 04, 12 25, 5 05, 5 43, *7 21, 8 00, 8 50, 9 28, *10 38 P. M.

Leave Phila. (Broad St.) for Bristol,
12 01, 8 20, 6 17, *6 50, 7 31, 8 30, 9 56, *11 14 (Saturday only), A. M. 12 01, 1 10, 1 50, 2 43, 3 32, *4 14, 4 20, *5 00, 5 25, *6 00, 6 05, 6 21, 7 27, 9 17, *10 00, 11 15 P. M.
Sundays, 12 01, 7 40, *8 30, 9 05, 11 45, A. M. 2 00, *5 20, 5 54, 7 27, *8 12, 10 25 P. M.

(*) Express trains.

For further particulars apply to the ticket agent at the station.

J. T. WOOD,
General Manager, Don't Passenger Agent.

BRISTOL POST OFFICE.

ARRIVAL AND DEPARTURE OF MAIL.

NEW YORK-ARRIVES AT 7 00, 10 40 A. M., 2 20, 4 P. M. Closes at 7 40, 8 15, 9 40, A. M., 2 30, 7 00 P. M.

PHILADELPHIA-ARRIVES AT 7 30, 7 45, 10 40 A. M., 1 30, 2 20 P. M. Closes at 5 15, 5 30, A. M., 1 10, 4 00 P. M.

NEW YORK-ARRIVES AT 8 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 8 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

NEW YORK-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

PHILADELPHIA-ARRIVES AT 11 15, 10 00 A. M. and 10 40 A. M.

Council Meeting.

An adjourned meeting of the Borough and Council was held on Monday evening last to hear the report of the Finance Committee, to whom the bill of Dr. E. J. & Son for medical attendances upon Paul Heffel, an indigent person, was referred. The committee brought in two reports. The majority report stated that the dispute appeared to be solely the result of a misunderstanding between two gentlemen of the highest character, and recommended the payment of the bill for the reason that the patient undoubtedly needed medical aid, that Dr. Groom did not know that he had not been sent for by the Sanitary and Poor Committee, and that when the borough contracted to pay the board bill and other expenses of the patient they became just as responsible for the medical treatment furnished. The Doctor, according to the report, attended the sick man in good faith and gave him good attention, and the bill was considered just and legal, and the committee recommended that it be paid. The report was signed by R. T. Fetrow and Wm. Robinson.

The minority report was given by John C. Maule, chairman of the committee. It stated that Dr. Weaver, as chairman of the Sanitary and Poor Committee, had been called in to take action on Paul Heffel's case. If his directions had been obeyed the borough would have been relieved of any expense. Dr. Groom attended the man without any authority of Council. The report went further and said that this was only an example of the loose way things had been conducted heretofore, and that while the methods used may have suited a hamlet forty years ago, they were unsuitable for a town of the size and importance of the Bristol of today. The testimony of Dr. Groom, Dr. Weaver and James Fine before the committee and taken by a stenographer, was then read by the clerk of Council.

Mr. Strauser, member from the ward, moved that both reports and the testimony and the report of the Sanitary and Poor Committee be received and filed, and the clerk instructed to draw an order in favor of the bill.

On motion, the reports, testimony, etc., were received and filed. The motion that the clerk be instructed to draw an order in favor of the bill was lost by a vote of 7 to 8. The votes in favor of paying the bill were: Messrs. Curran, Fetrow, Pearson, Robinson, Scott, Strauser and Wood—Yeas, 7.

Opposed to paying the bill Messrs. Harkins, Clark, Grundy, Kelly, Maule, Weaver and Whitley. Not voting—Eagle G. Smith; absent, Lewis Spring. An ordinance providing for the terms of paying for electric lights passed first reading. A motion to suspend the rules and put it on its final passage was objected to.

On motion, the ordinance and all other unfinished business was referred to the incoming Council, and Council then adjourned.

Notice.

All stockholders holding unpaid orders of the Bristol Relief Society are requested to present them immediately for payment to Charles E. Scott, Treasurer. A. WEIR GILKESON, Secretary.

Beginning next Saturday, the Upper Delaware River Transportation Company's boats will make two trips each way between Bristol and Philadelphia. The Sunday boats will leave Bristol at 10 30 a. m. and 5 00 p. m., and leave Philadelphia at 8 30 a. m. and 3 00 p. m.

Charles E. Scott and Charles Lippincott at the last meeting of the County Commissioners were appointed a committee to take care of the indigent soldiers of the First ward of Bristol borough in place of Samuel B. Carter and Andrew L. Murphy, who moved away; Thomas B. Harkins and Allen Garwood were reappointed for the same purpose in the Second ward, and Lewis R. Vandegrift and William A. Girton in the Third ward.

A committee, representing a large majority of the Democrats of Bristol, has called a meeting of the Democratic voters of the borough, who are in favor of holding an election to designate the choice of the people as to who should be postmaster of Bristol, this evening at 7 30 o'clock at Evans' Hall. The following well-known Democrats have signed the call: M. Waters, F. J. Smith, J. Hussey, C. C. Strunfels, P. J. Gorman, J. McCarthy, C. H. Hoeding, R. A. Porter, F. W. Noll, Patrick Lyden, N. J. Dougherty, Dan McCarrey, Hugh Dugan.

PERSONAL MENTION.

Miss Annie Landreth is visiting friends in New York.

Miss Paulson of New York, is the guest of Miss Annie Hogue.

Miss Mariana Steel of Germantown, was the guest of Miss Laura Steel on Sunday.

Miss Laura Swain is spending a few weeks with Mrs. David Forst of Trenton, N. J.

Mrs. Anna Ray of Manchester, N. H., is visiting Mrs. E. D. Hibbs, on Cedar street.

Rev. W. Brice Morrow, rector of St. James' Church, is spending this week in New York.

Pierson Mitchell, President of the Farmers' National Bank, is seriously ill at his home in Langhorne.

Mr. and Mrs. B. P. Gilkeson have been spending a few days with General and Mrs. Hastings at Bellfont, Pa.

Cards have been issued by Mrs. Frank E. Bell for a tea on Thursday, April 5, from five until seven o'clock.

Rev. Dr. Fairbairn and his daughter Miss Alice Fairbairn are the guests of Mr. and Mrs. A. Weir Gilkeson.

Mr. and Mrs. Samuel T. Fox and Master Herbert Fox of Tioga, spent a few days last week in Bristol, the guests of Mr. and Mrs. H. A. Bailey.

Mr. and Mrs. Wilder, who have been spending the winter with Mr. Wilder's sister, Miss Susan Wardman, started for their home in Colorado last Monday.

Cyrus Peirce, son of Mr. Joshua Peirce of Tacoma, Washington, was in Bristol yesterday greeting old friends. He will remain east and reside in Philadelphia.

Mr. and Mrs. Wilson Randall gave a tea on Monday evening, for Mr. and Mrs. Thomas C. Ivins on their return from Harrington, Del., where they have been spending a few days with Mr. and Mrs. Thomas Moore.

The recital of Shakespeare's "Winter's Tale" by Miss Minnie M. Williams of New York, at Riverview Hall, will take place on next Tuesday evening. As the GAZETTE has previously announced Miss Williams' ability is testified to by many prominent people as being of the highest order.

It is reported by correspondents that great changes are rapidly taking place in Western Palestine. Ancient cities are rising from their ruins, while such towns as Haifa and Jaffa are increasing greatly both in size and population. The Jewish colonies, founded by the Rothschilds, are in a flourishing condition. Similar changes are reported in the country east of the Jordan. The Governor-General of Damascus has lately re-opened the old fortress, which stood so long in the solitude at Karak, on the mountains which skirt the southeastern part of the Dead Sea, and placed a garrison within the walls thereof. The region has long been under the control of the Bedouins, and abandoned to lawlessness.

The Reward.

There are five applicants for the reward of \$1000 offered by the Bucks county commissioners for the arrest and conviction of the murderer of Samuel M. and Lena Rightley.

Three claims have already been filed, one by Reporter Epplesheimer, of the Philadelphia Inquirer; one by Constable David Wharton, of Morrisville, who is represented by Paul H. Applebach and Henry S. Murfit, Esqs., and the third by station agent Charles Humphries, who is represented by Gilkeson & Wright. Two more claims at least will be filed, one of them by William H. Antrim, of the Philadelphia Record, who is represented by Henry Lear, Esq., and the other by Torbert Gargus, who has as his attorney, Hon. Robert M. Yardley.

It is said that the matter will have to be decided by an arbitration committee to be appointed by the Court.

The custom of bottling tears is peculiar to the people of Persia. There it constitutes an important part of the obsequies of the dead. As the mourners are sitting round and weeping, the master of ceremonies presents each one with a piece of cotton wool or sponge with which to wipe away the tears. The cotton wool or sponge is afterward squeezed into a bottle, and the tears are preserved as a powerful and efficacious restorative for those whom every other medicine has failed to revive. It is to this custom that allusion is made in Psalms lvi, 8. "Put then thy tears into thy bottle."

The report that Howard Gould, of New York, and Miss Odette Tyler, the young actress, are engaged to be married was yesterday confirmed by Mr. Gould and Miss Tyler.

OUR PHILADELPHIA LETTER.

[From Our Regular Correspondent.]

PHILADELPHIA, March 28, 1894.—The manner in which Philadelphia officers-holders use their official power to promote private interests regardless of the welfare of citizens is made prominent just now by the stand taken by three well known men. This week Councils' committee, which was appointed for the purpose of investigating the feasibility of the city owning electrical light plants, reported adversely to the proposition. The city owns its own gas plant and has derived a revenue from its operation, besides furnishing gas for the streets and all public buildings free of charge. The street lighting, however, is gradually being absorbed by the private electric light companies. Contracts are let at from 30 to 60 cents per night for each light, and the private companies enjoy a monopoly which they are reluctant to give up. They have the city divided into districts and by forming a trust prevent one company from competing with another. Now it happens that the chairman of this committee is Henry Clay, who is largely interested in one of the private companies.

Again, the People's Passenger Railway, which runs cars out Girard avenue and over the bridge to the Zoo and the West Park has to apply to the Park Commission to obtain a permit to change its power from horse to electricity, as it runs over the bridge. Now it happens again that one of the Park Commissioners is Peter A. B. Widener, and he has refused to permit the running of cars over the bridge unless it will make concessions to the Philadelphia Traction Company, of which Mr. Widener is president. Jas. McManes, President of the Commission, is a Traction stockholder, and David W. Sellers and Wm. M. Singler are strong sympathizers. So determined is the Commission, led by the Traction's president, to get a concession from the People's Company that suit has been commenced in court.

A third example is found in the Board of Health, where one of the members who is interested in property surrounding the municipal hospital is exerting himself to have the city sell the hospital grounds that he may use his own property for building purposes. The Municipal Hospital, located at Twenty-second street and Lehigh avenue, is the pest-house, to which people afflicted with small-pox, diphtheria, and other contagious diseases are removed and cared for. On this account the adjoining lots are unoccupied. The hospital is conveniently located and there is no good reason for making a change.

Heavy business failures have been the feature of the week. With the big wholesale house of Wood, Brown & Co., it is the culmination of a long series of unfortunate events. The failure of many smaller concerns in the West who were debtors of this house, made a load that was too heavy to carry. An extension of time was granted last fall and money borrowed from Drexel & Co. helped to stay the disaster for a time. Haines & Co. having sold out their business were going into liquidation anyway. Their retail house had been backed by Wood, Brown & Co. The failure of H. S. Loucheim & Co., brokers, was unexpected. It is the old story of the shoemaker not sticking to his last. Mr. Loucheim accumulated a fortune of \$800,000 in the clothing business, but he was not content with that. He wanted to be looked upon as a man of influence in the financial world and it did not take long for him to sink hundreds of thousands of dollars in bad investments, chiefly bonds of the reorganized Poughkeepsie Bridge system, which Mr. McLeod devised.

F. D. M.

Anthony J. Vansant committed suicide by hanging at his home in Lower Makefield township, at an early hour on Monday morning. Mr. Vansant, who was a prosperous and retired farmer well known in the lower end of the county, has been insane for several months past, but as he was not considered violent was confined in his own home under the watchful care of attendants. His condition during the past two weeks had greatly improved and hopes were entertained for his ultimate recovery, but Monday he eluded his attendants and put an end to his life by hanging himself in the cellar. It is supposed his insanity was caused by worryment over his long continued illness. He leaves a grown up family.—Intelligencer.

Breckinridge's sad experiences are a warning to other Congressmen not to travel without chaperones.

To Row on the Delaware.

A Philadelphia correspondent to the New York World furnishes the following particulars concerning the annual 'Varsity boat race between the University of Pennsylvania and Cornell University crews:

The announcement made Saturday evening that the University of Pennsylvania-Cornell boat-race would be rowed at Morrellton, on the Delaware, has given satisfaction to the Quaker students. The boating authorities of the two Universities have been in communication for some time past relative to the place on which to decide the race. Admirers of the red and blue have urged the 'Varsity authorities to have the event take place at or near Philadelphia.

Commodore Charles L. Brown came to this city Saturday from Ithaca with full power to act for his crew. He had an interview with Chairman Thomas G. Hunter, of the University Rowing Committee. After a long consultation with Capt. Wagonhurst, of the 'Varsity eight, Commodore Brown and Chairman Hunter, with Col. Morrell, Coach Woodruff, ex-Commodore Charles V. Grant and others, drove to Morrellton Inn. A steam yacht was placed at their disposal, and under the guidance of Capt. Edwards the proposed course for the race was gone over and thoroughly inspected. The general opinion was that the course was an ideal one and admirably adapted to the race. At the Morrellton Inn the boatmen were met by a straightaway course of five miles and a sufficient width for twenty crews if necessary.

Col. Morrell, who owns Morrellton Inn, offered to put up a magnificent cup, to be competed for three years by the crews of the two colleges, the cup to go to the eight winning twice. Commodore Brown was unable to accept the offer on behalf of Cornell, as his authority in aquatic matters ends with the coming year. He, however, formally accepted Pennsylvania's offer to row at Morrellton, although no agreement was absolutely signed. The only hitch was the selection of the date. For pecuniary reasons Pennsylvania wanted the race to be rowed early in the week, but as this would clash with Cornell's examinations the race will probably take place between June 14 and June 18.

Col. Morrell will furnish training-houses for both crews and will see their wants fully attended to. The proposed course extends from Morrellton Inn north to Lehigh, without a turn or curve in the channel of any description. The width of the river varies from 1,500 yards to 2,500 yards, while the current is such at all places as to place two crews throughout on an absolutely equal footing. Unlike New London, it is without flats entirely.

The steamboat arrangements can be placed under the entire charge of Col. Morrell and can be secured to follow the race furnish some remuneration for the money expended. A stand will be erected at the finish on each side of the river and furnish another means of income. In this way the crews expect to regain some of the money expended in training and make the sport self-supporting. As Cornell has adopted similar rowing rules as Pennsylvania, all minor details can be arranged by correspondence.

The Bill to make Republicans. That is a comprehensive and true enough title for the variegated measure known as the Wilson bill. Although not yet, thank Heaven! a law, it is already working. It is already making Republicans of Democrats by the thousands, the tens of thousands, the hundreds of thousands. Wherever the people get a chance to vote, the wonderful efficiency of the proposed bill to make Republicans of Democrats, even in advance of its enactment, is demonstrated by actual results. How do Democrats like the prospect? Are they anxious to see the measure in operation on full time and with full horsepower, income attachment and all, using the Democracy of the United States as raw material, and turning out Republicans by the million as the finished product? And all for the sake of "tariff reform," meaning by that phrase "not any honest and definite and consistent reform of the tariff according to any intelligible principle, but a vague and mendacious something, no matter what, which shall enable cuckooism to hail the completion and consummation of the great enterprise begun by Grover Cleveland and the Mugwumps in 1887!

Who is the Democrat in the Senate that will stand up and tell the truth about the Bill to make Republicans? N. Y. Sun.

A good sewing machine is supposed to do the work of twelve women.


Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

Miscellaneous
COAL
Highest Grades of
FAMILY FUEL

FEED ETC.

—Wood, Lime and Brick
Grass Seeds
PIONEER COAL YARD
(Established 1837)
Walter F. Leedom
529 to 535 Bath St.,
BRISTOL,
FORSYTH & HOFF
S. E. Cor. Market
and 18th Sts.
PHILA., PA.
JEWELER

You will make, no mistake by trying one. Con-
tained American in Watches in sale only really, for us
beating our own time. The constant use of
Waltham's movement as a standard makes them
the most reliable. A special time-keeper for
faithful performance of each Watch. In-
giving both we are a special time-keeper.

A. Gold Special,
" " Filled Special
Gold Silver Special,
J. H. Gold-Waltham Co.

[illegible]

AL - BLACKS

INTERESTED AS AND WORK
 OWNERS OF THE CITY OF BOSTON
 CONSIDERED IT MEANT THAT THE
 LING WAGON WAS AND MACHINE
 CANAL IN THE WASHINGTON D D REAR
 BRISTOL PA
 R. BUSEMAN,
BREAD AND PANCY CAKE BAKER
 AND ICE CREAM SALOON,
 Bath and Otter Streets, Bristol
 Weddings and Parties Supplied at Short Notice
 C. J. PATTON,
 Wholesale and Retail Dealer in
 BEST BRANDS OF
 Tobacco, Cigars,
 Snuff, &c.

Mill St., Bristol,
 receipt of the full wing by

[illegible]

ACHILLEIS, Went Che

E. W. MINSTER'S
Livery Stable and
Ice Depot,
 Second Street, near Market Street
BRINTON, PA.

NEW CARRIAGES GOOD DRIVING HOR-
 ses Single and Double Teams Carriage
 Trays furnished when desired **or** Closed
 Coaches for Weddings or Funerals

ICE. Best Quality Silver Lake Ice supplied
 at all times or delivered to any address
 in the borough limits. Orders promptly at-
 tended to

FREDERICK KING,
 DEALER IN
HEADLIGHTS AND OTHER OILS,-
 LAMPS AND FIXTURES.

CONFECTIONERY!

Corner Pond and Dorrance Sts

ISTOL, PA,